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CHAPTER FOUR

HAZARD REPORTS

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This chapter defines hazards and describes hazard detection and reporting. This chapter does not include instructions for reporting a naval aviation mishap. See Chapter 3 for the definition of a naval aviation mishap.

401. GENERAL

A hazard is a potential cause of damage or injury that is under human control. The goal of the Naval Aviation Safety Program is to identify and eliminate hazards before they result in mishaps. If this were completely successful, which it isn't, there would be no mishaps. Therefore, the following subparagraphs explain how to detect and report hazards before a mishap occurs.

a. Hazard Detection Before A Mishap. Analyzing and observing near-mishaps and incidents, conducting safety surveys, and reviewing command plans, policies, procedures and instructions will aid in detecting hazards before a mishap occurs. Risk management, applied in the planning stages of an operation, will identify hazards at the earliest possible opportunity. Individuals or commands with direct, first-hand

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knowledge of the circumstances surrounding a hazard are the most effective ways of detecting hazards. An essential element of a Command Safety Program is risk management to include a review of operating procedures, analysis of equipment failures, etc., for hazard detection. Two vital parts of hazard detection are: classifying the hazard according to the expected damage, and the severity probability based upon the likelihood that the identified hazard will result in the category of hazard severity assigned. Hazard Report deadlines and message precedence varies, depending on the risk assessment of the reported hazard.

b. Hazard Reporting. Everyone associated with naval aviation has an obligation to report hazards. Command Safety Programs must foster hazard reporting. Once identified, the attendant risk should be assessed both for mishap probability and severity. Hazards that threaten people or organizations outside the command must be reported to higher authority. Local hazard reporting programs are not a substitute for reports outlined in this instruction. Reports may include descriptions of corrective action (risk control options) undertaken by the command, which would benefit other commands facing similar problems.

When hazards occur but do not cause an aviation mishap, submit a Hazard Report in the prescribed format. The following hazards require a report and details in special data section: Electromagnetic Interference (EMI), unintentional Out of Control Flight (OOCF), Bird-Aircraft Strike Hazard (BASH), Near-Midair Collision (NMAC), Physiological Episode (PHYSEP), Embarked Landing (EMBLAND), and Air Traffic Control (ATC) hazards.

The quality of Hazard Reports depends directly on the quality of the investigation into its attendant circumstances. Using an Aviation Mishap Board to investigate and report hazards keeps the board's skills honed and produces excellent results. Risk management techniques simplify the assessment of risks and help determine the best risk control options. Discussing which risk management procedures proved helpful during a hazard investigation is appropriate in the Remarks section of the Hazard Report. Investigations into physiological episodes should include the services of a flight surgeon (see paragraph 607c(3)).

Success of the Naval Aviation Safety Program depends on the complete, open and forthright exchange of information and opinions about safety matters. Any effort on the part of seniors in the chain of command to edit, change or censor, in

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any way, the content of reports is contrary to the spirit of the program and will not be tolerated. A senior's endorsement is the only acceptable method of expressing disagreement with the basic report.

c. Anonymous Hazard Reports. Activities or individuals reluctant to identify themselves or their command may post, email or send Hazard Report messages with COMNAVSAFECEN as the sole addressee. These methods are pertinent when unique situations or embarrassing circumstances exist. COMNAVSAFECEN protects the confidentiality of these anonymous reports, sanitizes them and then redistributes the information as necessary.

402. PURPOSE OF HAZARD REPORTS

The four purposes for Hazard Reports are:

a. To report a hazard and the remedial action taken, so others may take similar action.

b. To report a hazard and recommend corrective action to others.

c. To report a hazard another organization may determine appropriate corrective action.

d. To document a continuing hazard in order to establish risk severity and exposure.

403. Remedial Action to Correct Hazards. Hazard Reports and SIRs are the media for recommending corrective action to eliminate hazards. Both require endorsements when they address a severe hazard or recommend corrective action by another command. Regardless of whether the hazard is identified and reported before or after a mishap, corrective action is essentially the same.

404. GENERAL AND SPECIFIC SUBMISSION CRITERIA

a. General Submission Criteria. A hazard is a potential cause of damage or injury under human control. Submit Hazard Reports whenever less than mishap reportable loss occurred or a hazard is detected or observed or whenever an event occurs that should have been a mishap but for luck, quick reaction or procedure. Keep in mind that the reports submitted under this instruction are the only consistent source of data for the

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aviation portion of the Navy's Safety Information Management System (SIMS). Unreported hazards do not get into the safety database. The same thing is true of reports submitted under other directives, such as the Naval Aviation Maintenance Program, OPNAVINST 4790.2H. Sending a Hazardous Material Report (HMR) instead of an aviation Hazard Report deprives the safety community of long-term trend information, data, and documentation useful in mishap prevention. HMRS are a maintenance report, do not require chain of command endorsement and lack the visibility of a Hazard Report. It is never inappropriate to issue both a Hazard Report and an HMR concerning the same event. Additionally, submit a Hazard Report for specific occurrences of Electromagnetic Interference, unintentional Out of Control Flight, a Bird-Animal Strike, a Near-Midair Collision, a Physiological Episode, an Embarked Landing hazard, Air Traffic Control hazards, and other circumstances as outlined in the following paragraphs.

b. Electromagnetic Interference

(1) Electromagnetic Interference Defined.

Electromagnetic interference has the potential to cause damage or injury and is associated with an in-flight or on-the-ground interruption or loss of aircraft or UAV instruments, flight controls, radio communication, navigation, electrical equipment, etc., in which electrical interference is experienced or suspected. EMI includes:

- Radio frequency interference
- Electrical storm interference
- Electrical noise
- Precipitation static

(2) EMI exists when undesirable voltages or currents adversely influence the performance of an electronic device. The extent to which it degrades performance depends on the level of interference encountered. These levels are:

(a) Mild. Detectable, but one that does not hamper the detection and interpretation of a desired signal.

(b) Medium. Interferes with the detection and interpretation of a desired signal. This level causes partial breakup or masking of the desired signal with some loss of signal content.

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(c) Severe. Causes a complete loss of a desired signal.

(3) There are two types of interference:

(a) Intra-system Interference: The source of the interference is on the same aircraft as the affected victim system.

(b) Intersystem Interference: The source of the interference is external to the aircraft. Atmospheric interference including lightning, precipitation static, and St. Elmo's fire are in this classification.

c. Unintentional Out-Of-Control Flight (OOCF)

(1) Unintentional OOCF Defined. Unintentional OOCF includes mishaps and near-mishaps encountered during air combat maneuvering (ACM), guns defense, air intercept control (AIC) or other flight regimes. These mandatory reports highlight the risks associated with high angle of attack (AOA), low airspeed flight. Unplanned departures from controlled flight or unintentional out-of-control flight are hazards to naval aircraft and their crews. Any unbriefed or unexpected departure from controlled flight, deliberately or unintentionally entered into is an out-of-control flight incident. Pre-briefed departure recognition training or high AOA and low airspeed flight excursions deliberately conducted for training need not be reported.

(2) The reporting custodian shall submit a general use naval aviation Hazard Report whenever an unintentional OOCF incident occurs. Include the following information:

- Circumstances leading to the departure
- Maneuver causing the departure
- Aircraft configuration (external tanks, missiles, etc.)
- Approximate gross weight
- Airspeed
- Throttle setting
- AOA
- G loading
- Angle of bank/pitch/roll
- Engine stall, before or after departure
- Automatic maneuvering devices used
- Type and direction of departure entered

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- Tactical Tape/Operational Flight Program (OFP) software installed
- Aircrew flight time: total, last 7/30/90 days
- Formal out of control flight (OOCF) training
- Phase of Operations (post-cruise, FFARP, COMPTUEX).

d. Bird-Aircraft Strike Reports

(1) Bird-Aircraft Strike Defined. The scope of the bird strike reporting system includes collisions with other animals. The term "bird-aircraft strike" is the correct terminology for referring to incidents involving collision between any of nature's creatures and a naval aircraft, even though "bird strike" is the category into which most of these reports will fall. An animal strike occurs anytime a naval aircraft collides with a wild or domesticated beast and the resultant damage is below the threshold of a naval aviation mishap - alpha damage to the critter notwithstanding. If damage or injuries exceed Class C severity, do not submit a BASH Hazard Report; submit a Mishap Data Report and the appropriate Safety Investigation Report.

(2) On-line Report. The preferred method for BASH reports is via the Naval Safety Center web site at <http://www.safetycenter.navy.mil> or go directly to the report form at <https://simsweb.safetycenter.navy.mil/bashprod/>.

(3) BASH Form (mail-in) Report. Use the "Bird-Aircraft Strike Hazard Report" (appendix N pages 47-48), as an alternative to the On-line Report, to report these incidents. The forms may be reproduced locally and need not be serialized. Mail the completed report to:

COMNAVSAFECEN (Code 114)
375 A Street
Norfolk, VA 23511-4399

(4) Special Message Reports. Report, via message, only those unique instances or unusual occurrences of bird and animal strikes which may be of special interest to a specific aviation community or geographic area. For message reports, use the Hazard Report format.

e. Near-Midair Collision (NMAC) Reports

(1) Near-Midair Collision Defined. A NMAC occurs when aircraft pass close-by one another in the air and, as a result,

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the pilot-in-command feels the safety of the aircraft or UAV was in jeopardy. Use these criteria to determine when to report:

(a) A collision was avoided by chance rather than by a conscious act on the part of the pilot.

(b) A collision would have occurred had no action been taken.

(c) Two aircraft inadvertently passed within 500 feet of each other.

(2) Pilot Actions. Pilots involved in a near-midair collision must:

(a) Report the incident by radio to an FAA air traffic facility or flight service station. Inform them you will file a written NMAC hazard report.

(b) At the next point of landing, contact the nearest FAA air traffic facility or flight service station and report the incident. Inform them you will file a written NMAC report.

(c) Under this instruction, file a written, formal NMAC Hazard report.

f. Physiological Episode Reports

(1) Physiological Episode Defined. A PHYSEP episode occurs whenever any of the following conditions exist outside of a naval aviation mishap:

- Hypoxia, proven or suspected.
- Carbon monoxide poisoning or other toxic exposure.
- Decompression sickness because of evolved gas (bends, chokes, neurocirculatory collapse) or severe reaction to trapped gas resulting in incapacitation.
- Hyperventilation.
- Spatial disorientation or distraction resulting in unusual attitude.
- Loss of consciousness for any cause.

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- An unintentional rapid decompression exposing personnel to cabin altitudes above FL 250, regardless of whether dysbarism or hypoxia occurs.

- Other psychological, pathological or physical problems manifest during or after actual flight or simulated flight in any aviation physiological or water-survival training device. Reporting trapped gas expansion, hyperventilation, and hypoxia episodes in the hypobaric chamber or GLOC episodes in the centrifuge are not required unless the event occurred outside the training protocol. Recompression therapy for simulator-training related incidences will be reported under this instruction.

- Training devices or simulators that cause personnel injury or fail to function as designed. For example: if a student experiences hypoxia because of faulty equipment, a PHYSEP hazard report would be required.

g. Embarked Landing Reports

(1) Embarked Landing Hazard Defined. An EMBLAND hazard is a potential cause of damage or injury directly associated with an embarked landing. Events which require an investigation and an Embarked Landing Hazard Report include, but are not limited to:

- Ramp strikes (a part of an aircraft hit on or below the round down).

- Part of the aircraft other than the landing gear or hook strikes the landing area.

- An aircraft collides with other aircraft, personnel or equipment on the flight deck.

- Low visibility approaches for helicopters and emergency low visibility approaches (ELVAs).

NOTE: Forward PLAT tapes of embarked landing hazards to the U.S. Navy LSO School, NAS Oceana, Virginia Beach, VA 23460-5129, with each Embarked Landing Hazard Report.

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h. Air Traffic Control Reports

(1) Air Traffic Control Hazard Defined. An ATC hazard is an occurrence attributed to an element of the air traffic control system that:

(a) Results in less than the applicable separation minima between two or more aircraft, or between an aircraft and terrain or obstacles, as required by FAA Order 7110.65 and supplemental instructions. Obstacles include vehicles/equipment/personnel on runways; or

(b) Aircraft lands or departs on a runway closed to aircraft operations after receiving air traffic control authorization.

(2) Also considered a reportable hazard is a controlled occurrence where applicable minimal separation, as referred to in paragraph 404h(1)(a) above, was maintained, but:

(a) Less than the applicable separation minima existed between an aircraft and protected airspace without prior approval.

(b) Aircraft penetrated airspace that was delegated to another position of operation or another facility without prior coordination and approval.

(c) Aircraft penetrated airspace that was delegated to another position of operation or another facility at an altitude or route contrary to the altitude or route requested and approved in direct coordination or as specified in a letter of agreement, pre-coordination or internal procedures.

(d) Aircraft, vehicle, equipment or personnel encroached upon a landing area that was delegated to another position of operation without prior coordination and approval.

(3) Report ATC hazards as follows:

(a) A Severe ATC Hazard Report shall be submitted if the events found in paragraph 404h(1)(a) or (b) occur.

(b) A Routine ATC Hazard Report shall be submitted if the events in paragraph 404h(2)(a), (b), (c) or (d) occur.

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(c) Runway incursions that result in a wave off, aborted takeoff or ATC cancelled takeoff clearance meet the criteria of paragraph 404(h)(1) and a Severe ATC Hazard Report shall be submitted. Other runway incursions require a Routine Hazard Report.

(d) Severe ATC Hazard Reports shall be submitted within 3 working days and Routine ATC Hazard Reports shall be reported within 30 days.

(e) Include the appropriate NAVREP as an info addressee when an ATC Hazard Report involves civilian aircraft (see appendix 4).

(f) The chain of command, including the Air Traffic Control Officers on the Type Command staff shall endorse all Severe ATC Hazard Reports.

i. Reporting of Hazard Reports Containing Human Factors

(1) Personnel in Naval Aviation do a commendable job of detecting, analyzing, understanding, and correcting mechanical defects and faulty design features in aircraft. However, we have been considerably less successful at understanding and combating those failings of a human kind that continue to constitute upwards of 80 percent of the cause factors in Naval Aviation mishaps. Human factors such as personal and professional stress, physiological impairment, lapses of attention, confusion, and willful violations of flying regulations, to name but a few, stand as a great barrier between today's commendable mishap rates and a genuine breakthrough in Naval Aviation Safety. Our ability to accomplish the mission of Naval Aviation in the future will depend in large measure on how well we understand and control these aspects of human behavior in our aircrews and our maintenance personnel today.

(2) No one need be embarrassed by reports containing Human Factors. Where the anonymity of an individual or organization is a concern, send the Hazard Report from a senior command, or use the provisions available in the paragraph covering Anonymous Hazard Reports. But, above all, never fail to report.

(3) Analyze and report human factors in the WHO/WHAT/WHY format in Hazard Reports.

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j. Related Aviation Reports

(1) Incidents which meet the criteria in OPNAVINST 4790.2H for submission of Hazardous Material Reports, aviation-related Explosive Mishap Reports, Technical Publication Deficiency Reports, and Quality Deficiency Reports may also require OPNAVINST 3750.6R reporting if there is a safety of flight or other significant safety issue. The Hazardous Material Reporting system does not reach the same audience as the safety reporting system. The safety reporting system requires endorsements by action agencies and tracking of corrective action.

(2) Submit deficiencies in other publications that have established procedures for changes (NATOPS, Naval Warfare Publications, etc.) as recommended changes to those publications.

k. Submission by an AMB Investigating a Mishap

(1) Occasionally, an AMB will discover, among their cause factors, severe hazards that require immediate attention. In such cases, review the restrictions concerning privileged information described in paragraph 410, then promptly submit a Hazard Report. Do not include information such as names, bureau numbers, dates, locations or any other details - that could be traced to a specific mishap. Take care not to divulge any privileged information from the ongoing SIR process, when describing the hazard. Be sure the analysis, conclusions, and recommendations contained in the Hazard Report clearly define the hazard and possible corrective actions. Hazard Reports submitted under these circumstances do not relieve the AMB of the responsibility for submission of a complete SIR.

(2) During an investigation, the AMB may detect hazards that are not themselves causal factors in the mishap under investigation. Report such findings under this chapter, as a separate Hazard Report, and in Paragraph 12C of the SIR. Include recommendations for corrective action of these hazards in Paragraph 12C of the SIR. Do not use the Paragraphs 12A and 12B of the SIR as a vehicle to address unrelated hazards (however severe), which are not causal factors in the mishap under investigation.

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405. ORIGINATOR

Anyone can initiate a Hazard Report, but investigating hazards and preparing the Hazard Report should be left to members of the AMB. While the reporting custodian involved usually submits hazard reports, any naval activity may do so.

406. RISK ASSESSMENT

Originators of Hazard Reports shall assign a Risk Assessment Code (RAC) which best describes the risk associated with the report hazard, e.g., RAC 1, RAC 3, etc. Refer to appendix B of this instruction for information concerning RACs.

407. DEADLINES

a. With the exception of ATC Hazard Reports, there are no time limits for submitting Hazard Reports. However, try to forward reports of hazards with a severe RAC within 24 hours of detecting the hazard. All other Hazard Reports should be submitted within 30 days following hazard detection.

b. Severe ATC Hazard Reports shall be submitted within three working days and Routine ATC Hazard Reports shall be reported within 30 days.

c. Complete reports that require information from tape recordings of air traffic control (ATC) communications or radar video in a timely manner. ATC records over these tapes after 15 days unless investigators request a copy.

408. METHOD OF SUBMISSION

Forward Hazard Reports via military electronic communications facilities. BASH reports may be submitted as described in 404d(2) and (3). On-line reporting is now the preferred method.

409. DISTRIBUTION

Address Hazard Reports in accordance with appendixes 4A and 4B. Any naval command may readdress or redistribute Hazard Reports.

410. NONPRIVILEGED STATUS

Hazard Reports are not privileged. Do not give promises of confidentiality. Although the Navy and Marine Corps may only use Hazard Reports for safety purposes, the contents may be

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divulged to outside agencies in response to FOIA requests.
Avoid the identification of specific individuals.

411. FOR OFFICIAL USE ONLY

Hazard Reports are FOUO. See SECNAVINST 5510.36, DEPARTMENT OF THE NAVY INFORMATION SECURITY PROGRAM REGULATIONS, for instructions on their handling.

412. SECURITY CLASSIFICATION

Normally, Hazard Reports are unclassified. Omit any portion of the report that warrants classification and substitute the word "classified" in its place. In the unlikely event that a meaningful report cannot be produced in this fashion, submit a classified report.

413. MESSAGE PRECEDENCE

Send Severe Hazard Reports via priority message. Send Routine Hazard Reports via routine message precedence.

414. MINIMIZE

Hazard Reports are exempt from minimize. See: NWP 4, NTP 21, and NTP 21 SUPP 1.

415. HAZARD REPORT SERIALIZATION

The originator serializes Hazard Reports in order of event occurrence by fiscal year. For example, VF-99 discovers a hazard in September 1993 (FY-93) but reports it in October 1993 (FY-94). That hazard, assuming it was their third FY-93 hazard, would be serialized: "VF-99, 03-93."

416. HAZARD REPORT FORMAT

Submit all message traffic Hazard Reports as outlined below. Report special data for Electromagnetic Interference, unintentional Out of Control Flight, Bird-Aircraft Strike, Near-Midair Collision, Physiological Episode, Embarked Landing or Air Traffic Control in paragraph 5 of the Hazard Report.

a. Addressees. See appendixes 4A and 4B at the end of this chapter.

b. Text. Use this format for the text.

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(1) Repeat all double-underlined material in the format below verbatim in the text of the report.

(2) When information required by the format of the report is not applicable enter "NA" in the space for that information. Subparagraphs under those marked "NA" may be omitted.

(3) Use as much space as necessary to explain the hazard, support a conclusion or recommend a corrective action. Reports on complex hazards often run to several pages. Simple, well-defined hazards might require a page or two.

(4) Refer to NTP 3 or NTP 21 for guidance about message formats. Follow all US Message Text Format (USMTF) rules.

UNCLAS FOUO//N03750//THIS IS A NAVAL AVIATION (select one: GENERAL USE, ELECTROMAGNETIC INTERFERENCE, OUT OF CONTROL FLIGHT, BIRD-AIRCRAFT STRIKE, NEAR-MIDAIR COLLISION, PHYSIOLOGICAL EPISODE, EMBARKED LANDING, AIR TRAFFIC CONTROL) (UAV for hazards involving UAVs only) HAZARD REPORT (command submitting the hazard report, report serial number, date of occurrence, model/series aircraft or UAV, BUNO, as applicable) REPORT SYMBOL OPNAV 3750-19

MSGID/GENADMIN/originator/message serial number (not report serial number)/month//

SUBJ/NAVAL AVIATION (select one: GENUSE, EMI, OOCF, BASH, NMAC, PHYSEP, EMBLAND, ATC)(UAV if appropriate) HAZREP//

REF/A/DOC/OPNAVINST 3750.6R/-//

AMPN/REF A IS THE NAVAL AVIATION SAFETY PROGRAM. (Use AMPN if only one reference is used. Otherwise list other references and use NARR line.)

REF/B/(other references as appropriate)//

NARR/REF A IS THE NAVAL AVIATION SAFETY PROGRAM. REF B IS .
(List other references.)//

POC/(name of the point of contact who can answer questions about the report)/(rank)/(code)/(location)/TEL:(phone number or "DEPLOYED")E-Mail:(E-Mail address)//

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RMKS/1. THIS REPORT CONCERNS A (ROUTINE or SEVERE) HAZARD TO NAVAL AVIATION (-UAV hazards involving UAV's only). RAC (1, 2, etc.). If the criteria in paragraph 804 requires endorsement of the report, include the following: (next endorser) ENDORSEMENT REQUESTED IAW REF A. Otherwise write: FURTHER ENDORSEMENT NOT REQUIRED. SUMMARY: Briefly summarize the hazard. Who, What, Why or Component, Mode, Agent is appropriate. (e.g. ACFT IN MOA HAD NMAC WITH TRANSITING CESSNA DUE TO POOR LOOKOUT DOCTRINE.)

2. NARRATIVE: Include a chronological summary of the facts, events, and circumstances surrounding the hazard here. Discuss what lead to, what happened during, and what happened afterward. Your analysis and conclusions are included later.

3. CATEGORY: INTENT FOR FLIGHT (DID or DID NOT) EXIST. Select one. Paragraph 306 defines the choices. When more than one aircraft is involved, intent for flight exists for all if intent for flight existed for one.

4. DATA: Provide:

A. REPORTING ACTIVITY:

(1) NAME: Short title

(2) UIC: Unit Identification Code (UIC) of the reporting activity. Use squadron or DET short title and UIC, do not use ship short title or UIC.

If reporting activity is a detachment, also provide:

(3) PARENT NAME: Parent squadron

(4) PARENT UIC: UIC of parent squadron

B. AIRCRAFT or UAV: If multiple aircraft are involved, number this subparagraph "(B1) AIRCRAFT OR UAV:" for the first aircraft, followed by "(B2) AIRCRAFT OR UAV:" for second aircraft, etc. Do not list multiple aircraft in the same subparagraphs. For each aircraft identified, list details under the respective subparagraphs by the following scheme:

(1) TMS: Model and series (SH-60F)

(2) BUNO: Bureau number

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(3) TAIL CODE AND SIDE NUMBER: Tail Code is the alphabetic prefix "YT" side # is numerical ID "YT-16"

(4) CUST: Reporting custodian (this aircraft or UAV)

(5) CUST UIC: UIC (this aircraft or UAV)

(6) ORIGIN: State the name of the departure ship or airfield. If takeoff was neither from a ship nor an airfield, give the latitude and longitude to the nearest second in the form: "DDMMSS N (or S)/DDMMSS E (or W)."

(7) IDTC CYCLE: Describe Inter-Deployment Training Cycle (IDTC) phase, using the IDTC values from page N-1 or use "NA".

(8) MISSION: Clearly state aircraft or UAV mission.

(9) TMR: Total Mission Requirement Code of the planned flight. Use codes listed in OPNAVINST 3710.7. Provide training and readiness codes if assigned.

(10) FLIGHT PLAN

(A) TYPE OF FLIGHT PLAN: State as VFR, IFR, COMBINED IFR-VFR or OTHER (specify).

(B) MET CONDITIONS: State the meteorological conditions encountered by the aircraft at the time of the hazard as IMC, VMC or UNKNOWN.

(C) DURATION: If IMC at the time of the hazard state the hours and minutes (e.g. 3:20) the aircraft was continuously IMC or state UNK.

(11) DEST: Destination. State the next intended point of landing.

(12) EVOLUTION:

(A) PHASE OP: Phase of flight. Choose either: parked, turnup, taxi, takeoff, climb, cruise, low-level cruise, tactical maneuvering, descent, approach, landing pattern, touchdown, unknown or specify another.

(B) HDG: Magnetic heading in degrees in 3 digit format. Use leading zeros for headings less than 100 degrees.

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(C) KIAS: Indicated airspeed in knots.

(D) MSL: Altitude MSL in feet.

(E) AGL: Altitude AGL in feet.

(F) ELEVATION: Terrain elevation in feet.

(G) ROUTE: Describe route of flight and general intentions as applicable.

(13) PERSONNEL: Provide information on personnel in the aircraft directly involved in the hazard or the incident. You may omit information on personnel present in the aircraft but not directly involved. At the least, record information on personnel causing the hazard or exposed to injury. Use "NA" whenever information is omitted. Omit subparagraphs to fields marked "NA" entirely. If information is unknown, state "UNKNOWN."

(A) SOULS: Record the total number of persons aboard this aircraft including crew.

(B) CREW: State the total number of aircraft or UAV crewmembers. Complete the remaining subordinate paragraphs to this subparagraph for each crewmember involved. (UAVs include EP - external pilot, IP - internal pilot and PO - payload operator.)

(1) CREW DUTY: Indicate the crew position assigned: HAC, COPILOT, FLIGHT ENGINEER for the "crew duty" heading for the first member of the crew and indicate whether at the controls at the time of the hazard, if applicable. Examples: "(1) PILOT AT CONTROLS:", "(1) COPILOT NOT AT CONTROLS:", "(1) SENSO:". Amplify with the following:

(A) RANK/RATE: Of first listed crewmember. Use standard abbreviations: "LCDR", "AE3." Do not list names or social security numbers in HAZREP messages.

(B) DESIG: Designator or primary NEC/
/MOS, as appropriate.

(C) SVC: Service.

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(D) ORG: Parent organization. If not provided elsewhere, include UIC.

(E) INJURIES: Although hazard reports by definition exclude injuries of mishap severity, a crewmember may have sustained less severe injuries. Describe the nature, extent, area of the body and source of any such injuries or report: "NO INJURY".

(F) NVD: State if NVDs were used and total experience.

(G) EXPERIENCE: Complete the items below if applicable to the hazard. Otherwise, state "NA" and omit subordinate subparagraphs.

(1) TOTAL TIME: Total flight time by position. State separately pilot/copilot/special crew time in hours and tenths.

(2) MODEL TIME: Total time in model by position. State separately pilot/copilot/special crew time in hours and tenths.

(3) TOTAL EMBARKED LANDINGS: State separately total embarked landings by day/night/total.

(4) TOTAL EMBARKED MODEL LANDINGS: State separately embarked landings in model by day/night/total.

(H) QUALS: Indicate level of NATOPS and any other qualifications that might be pertinent to the hazard.

(I) GENDER: State the crewmember's gender as MALE or FEMALE.

(2) CREW DUTY: Substitute crew position assigned for "crew duty" heading of second member of the crew and repeat subparagraphs (A) through (I).

(3) CREW DUTY: Repeat crew position for other crew members, as required.

(C) PASSENGERS: List the number of passengers. Briefly describe their involvement in the hazard. Include minor injuries and any other appropriate information. If there were no passengers, state "NA."

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(D) MAINTENANCE/FACILITIES/GROUND PERSONNEL:

(1) DUTY: For the first such person involved in the hazard, state the individual's job/function at the time of the event. e.g.: CDI, Final Checker, Ground Maintainer - Avionics, Plane Handler, Tractor Driver, etc. Amplify with the following:

(A) RANK/RATE: Of first listed maintenance member. Use standard abbreviations: "ADCS", "AE3", "SSGT".

(B) OCCUPATION CODE: Primary NEC/MOS.

(C) SVC: Service.

(D) ORG: Parent organization. If not provided elsewhere, include UIC.

(E) INJURIES: Although hazard reports by definition exclude reportable injuries, an injury may have been sustained below that reportable threshold. Describe any such injuries or report: "NO INJURY".

(2) DUTY: State the second maintenance/facilities/ground person's job/function, complete subparagraphs (A) through (E) as above, and continue until all appropriate personnel are so documented.

(E) BYSTANDERS/OTHER PERSONNEL: Indicate here how many others (who were not in the aircraft) were involved in the hazard and describe how they were involved, or how they were injured, or any other appropriate information. If no others were involved, state "NA."

(14) LIGHTING: Describe status of aircraft lighting - if applicable to the circumstances surrounding the hazard - or state: "NA."

(A) LANDING LIGHT: On, off, unknown or NA.

(B) STROBE LIGHT: Strobe/anticollision light. On, off, unknown or NA.

(C) OTHER LIGHTING: Describe lighting configuration of any other aircraft pertinent to the hazard.

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(15) EQPT: Name the aircraft or UAV parts involved in the hazard. If multiple parts are involved, number this subparagraph "(14A) EQPT:" for the first piece of equipment, followed by "(14B) EQPT:" for the second piece of equipment, etc. No more than one part per subparagraph. For each part identified give these details:

(A) MODEL: Model

(B) MAKE: Make

(C) PART NO: Part number

(D) EQPT CODE: Equipment code (as applicable)

(E) WUC: Work unit code

(F) DAMAGE: Although, by definition, a hazard report means there is no reportable damage, minor damage below a reportable threshold may be involved. Describe any such damage or malfunction of this equipment here. If no damage, so state.

(G) RMKS: Any other remarks needed for clarity. Can include equipment conditions, configuration changes installed, problems encountered, etc.

(16) OFP: Indicate which operational flight program (if any) this aircraft or UAV carries.

(17) FCS: Flight Control System (FCS) and software version (if applicable to this aircraft or UAV).

C. OTHER EQPT: Name any other support equipment, facilities equipment, ALSS, tools, etc. involved in the hazard. If multiple parts are involved, number this subparagraph "(D1) OTHER EQPT:" for the first piece of equipment, followed by "(D2) OTHER EQPT:" for the second piece of equipment, etc. No more than one part per subparagraph. For each part identified, give these details:

(1) MODEL: Model

(2) MAKE: Make

(3) PART NO: Part number

(4) EQPT CODE: Equipment code (as applicable).

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(5) WUC: Workunit code

(6) DAMAGE: Although, by definition, a hazard report means there is no reportable damage, minor damage below a reportable threshold may be involved. Describe any such damage or malfunction of this equipment here. If no damage, so state.

(7) RMKS: Any other remarks needed for clarity. Can include equipment conditions, configuration changes installed, problems encountered, etc.

D. ENVIRONMENT: List

(1) DATE: Date

(2) TIME: Local time

(3) ZONE: Local time zone

(4) CONDN: Day or night

(5) LOCN: Describe the location geographically. Use geographic area, body of water, nearest city, town or a significant landmark. (Examples: San Diego, CA; Eastern Med.) If the location is aboard a ship, give the geographic location of the vessel here; not the identity of the ship.

(A) LATD: Latitude in six-digit format, DDDMMSS, followed by a space and "N" or "S." Fill left-most "DD" digits with zeros when appropriate. If precise location data is not available, fill right spaces with Xs to indicate that the position is an estimate.

(B) LONG: Longitude in seven-digit format, degrees, minutes, seconds (DDDDMMSS), followed by a space and "E" (east) or "W" (west). Fill left-most "DD" digits with zeros when appropriate. If precise location data is not available, fill right spaces with Xs to indicate that the position is an estimate, e.g., 08530XX W.

(C) STATE: State, province or political subdivision (Kansas, Manitoba or Fukuoka Prefecture) where hazard is located.

(D) COUNTRY: Self-explanatory

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(E) FACILITY: Where the facility is a ship, include name, followed by a slash and class-hull number, and state either underway, pierside or anchored. (Example: USS ENTERPRISE/CVN-65, PIERSIDE, NORFOLK, VA) If hazard did not occur in vicinity of an identifiable facility, state "NA."

(F) NAVAID: Identifier of nearest named airfield, air navigation facility (NAVAID) or ship. Use ICAO identifier where applicable.

(G) BRG: Bearing - 001-360 degrees

(H) DIST: xxx.x nautical miles

(I) AIRSPACE: Type of airspace (if airspace is a designated or numbered, Restricted, Warning, Alert, a Military Operating Area (MOA) or the like, include the number designation). If hazard occurred with intent for flight (as defined in paragraph 306) before the aircraft left the ground, state type of airspace immediately overhead. If the hazard occurred on the ground without intent for flight, state "ON DECK."

(6) WEATHER. In the following subparagraphs, provide data to define the actual prevailing weather conditions at the time and location of the hazard. Provide either surface or aloft data as deemed most appropriate to the hazard's location. Note that the value "NA", where provided as a selection, is primarily intended for use in reporting hazardous events/conditions not involving flight or flight planning/preparation for which environmental conditions were not pertinent.

(A) AIR TEMP: Provide the prevailing ambient air temperature in degrees Fahrenheit.

(B) RELATIVE HUMIDITY: State the percentage of relative humidity.

(C) DEWPOINT: Provide the prevailing dewpoint in degrees Fahrenheit.

(D) WATER TEMP: Provide the water/sea surface temperature in degrees Fahrenheit, or state "NA".

(E) WIND DIRECTION: Provide the prevailing wind direction in degrees; if light and variable, state "0".

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(F) WIND VELOCITY: Provide the prevailing wind velocity in knots; if light and variable state "0".

(G) WIND GUSTS: Provide the prevailing velocity of wind gusts or "NONE FORECAST", as appropriate.

(H) CEILING: Provide, in hundreds of feet, the altitude AGL of the lower boundary of the first cloud layer classified as either broken or overcast. If none exists, state "NONE PRESENT".

(I) SKY CONDITION: Describe, in weather sequence format, the altitude and type of all cloud layers.

(J) HORIZON: Select one from the following: VISIBLE; PARTIALLY OBSCURED; OBSCURED; UNKNOWN; NA.

(K) VISIBILITY: Provide the prevailing visibility in statute miles. If CAVU or unrestricted, state "99".

(L) OBSTRUCTIONS TO VISION: Select from the following all that apply: DUST; FOG; ICE FOG; GROUND FOG; HAZE; SMOKE; PRECIPITATION; BLOWING DUST; BLOWING SAND; BLOWING SPRAY; BLOWING SNOW; CLOUDS; OTHER: (specify).

(M) ALTIMETER SETTING: Provide the barometric pressure in inches of mercury for either the time and location of the hazard or for the location of the nearest official weather facility.

(N) ICING: Provide any icing conditions present or state "NONE PRESENT".

(O) PRECIPITATION: Describe the prevailing precipitation conditions by selecting from the following all that apply: DRIZZLE; LIGHT RAIN; HEAVY RAIN; HAIL; SLEET; LIGHT SNOW; HEAVY SNOW; FREEZING RAIN; FREEZING DRIZZLE; NONE; UNKNOWN; OTHER: (specify).

(P) EXTREME WX: Describe any existing extreme weather conditions by selecting from the following all that apply: TURBULENCE (IMC); CLEAR AIR TURBULENCE; GUSTY WINDS; TORNADO/WATERSPOUT; WIND SHEAR; HURRICANE/TYPHOON; THUNDERSTORM; SEVERE THUNDERSTORM; LIGHTNING; OTHER: (specify).

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(Q) RUNWAY CONDITION: Describe the takeoff/landing surface condition by selecting from the following all that apply: NOT APPLICABLE; DRY; WET; SLUSH; LOOSE SNOW; PACKED SNOW; ICE; PATCHY; SANDED; OILY; UNPREPARED; UNKNOWN; OTHER: (specify).

(R) WEATHER RELATED: Select from the following to indicate if improved / more benign weather conditions would have precluded this hazard's occurrence: DEFINITELY; PROBABLY, MAYBE, PROBABLY NOT, DEFINITELY NOT, N/A - WEATHER WAS BENIGN OR UNRELATED.

Note that while this data is collected for use in assessing the prevailing weather's effect on the event or condition being reported, weather is not considered causal under the Naval Aviation Safety Program. Section 607d(2)(c) pertains.

(S) METEOROLOGICAL COMMENTS: Briefly describe any additional environmental/meteorological information deemed pertinent to the hazard.

(T) BRIEFING ACCURACY: Indicate whether the actual weather varied substantially from the forecast conditions by selecting one of the following: SUBSTANTIALLY CORRECT; CONSIDERABLY BETTER THAN FORECAST; CONSIDERABLY WORSE THAN FORECAST; UNKNOWN; NA. Add additional details if briefing accuracy was a factor.

(U) BRIEFED BY: Select one from the following: FORECASTER; BRIEFER; PILOT; OTHER: (Describe); UNKNOWN; NOT APPLICABLE.

(V) BRIEFING UTILIZATION: Select one from the following: USED; NOT USED; NOT AVAILABLE; UNKNOWN; NOT APPLICABLE.

(7) RMKS: Provide narrative description of event location and environment as required to clearly fix the hazard in time and space for future reference. Giving a ship's name with no geographic location or LATD/LONG is often unusable for later analysis. Analysis requires all available information in order to fully understand the time, location, and environment of the report. Similarly, when a hazard occurs aboard a facility and LATD/LONG is omitted or environmental information is missing, the report's value is markedly lessened and the permanent record lacks important analytical data. Unreported

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information, regardless of how intuitive it may seem to the originator, is unrecoverable.

5. SPECIAL DATA (select one: EMI, OOCF, BASH, PHYSEP, EMBLAND, ATC or NA: so the paragraph header reads (for example) SPECIAL DATA EMI:) If the HAZREP involves EMI, OOCF, BASH, PHYSEP, EMBLAND, ATC include one of the following paragraphs as appropriate. Otherwise state NA:

EMI. Provide the following EMI details:

A. TYPE: As defined in paragraph 404b(1).

B. LEVEL: As defined in paragraph, 404b(2).

C. CLASSIFICATION: As defined in paragraph 404b(3).

OOCF. Provide the following OOCF details:

A. MANEUVER: Maneuver at moment of departure, or maneuver that caused the departure.

B. CONFIG: Describe the aircraft's external configuration.

C. GW: Approximate gross weight

D. THROTTLE: Throttle setting

E. AOA: Self-explanatory

F. LOADING: G loading

G. ATTITUDE: Describe the aircraft's attitude in terms of:

(1) ROLL: In degrees right/left wing down

(2) PITCH: In degrees nose up/down

(3) YAW: In degrees left/right

H. ENGINE STALL: Describe any engine stall before or after departure.

I. MANV DEVICE: Describe automatic maneuvering devices used.

J. TYPE: Describe type and direction of departure entered.

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K. EXPERIENCE: State aircrew flight time for last 7/30/60/90 days for each crewmember.

L. TRAINING: Describe what formal OOCF training the crew had undergone prior to this incident.

BASH: Provide the following for BASH occurrences.

A. TYPE OF WILDLIFE: Categorize the wildlife as bird, mammal, reptile, other or unknown.

B. GROUP: Identify the group of bird or other animal such as raptor, waterfowl, bat or alligator that hit the aircraft.

C. SPECIES: Identify the species of bird or other animal that hit the aircraft.

D. NUMBER HIT: Indicate the number of birds or animals that hit the aircraft such as single, four, multiple, unknown.

E. NUMBER OBSERVED: Indicate the number of birds or animals that were observed.

F. REMAINS: Indicate the following.

(1) WHERE FOUND: Indicate where the remains were found such as aircraft, runway, N/A.

(2) COLLECTED: Indicate yes, no, NA.

(3) TURNED IN FOR ANALYSIS: Indicate yes, no, NA.

(4) PHOTOS TAKEN: Indicate yes, no, NA.

G. IMPACT POINT: List the point(s) of impact where the bird or animal hit the aircraft.

H. WILDLIFE ADVISORY: Indicate whether a wildlife advisory was issued prior to this incident.

I. RADAR: Indicate whether aircraft radar was on, off or unknown.

J. FIRE: Indicate whether a fire occurred as a result of the strike.

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K. CLOUD CONDITIONS: Identify the cloud conditions in relation to the aircraft (choose from above clouds, below clouds, in clouds, between cloud layers, clear of clouds, CAVU or unknown)

NMAC: There are at present no special elements for a NMAC Hazard Report. Enter NA and continue to paragraph 6.

PHYSEP: Provide the following data specific to a Physiological Episode:

A. TYPE: As defined in paragraph 419a.

B. CABIN ALT: Cabin altitude in feet MSL.

C. CABIN TIME: Time at cabin altitude in hours and tenths.

D. PERSONNEL: Indicate personnel information below.

(1) CREW DUTY: Indicate the crew position assigned: HAC, COPILOT, FLIGHT ENGINEER, etc. for the "crew duty" heading for the first member of the crew and indicate whether at the controls at the time of the hazard, if applicable. Examples: "(1) PILOT AT CONTROLS:", "(1) COPILOT NOT AT CONTROLS:", "(1) SENSO:". Followed by:

(A) DIAGNOSIS: In plain language.

(B) GENDER: State as male or female.

(1) MENSTRUAL: For females state days since beginning of last menstrual cycle. Otherwise omit.

(C) AGE: In years/months

(D) WT: Weight in pounds

(E) HT: Height in inches

(F) FAT: Percent body fat

(G) PRECOND: Prior injury or concern

(H) HYDRATION: For loss of consciousness events state whether the involved person's hydration level was significant to the event. State either significant or insignificant. If significant, provide:

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1. TIME ELAPSED: State the time elapsed in hours and minutes between the time of the event and the test specimen being provided.

2. SPECGRAV: Specific gravity from the lab report.

3. TEST RESULTS: Describe any additional specific findings from the lab test.

(I) SLEEP: Amount of sleep 24 hours prior to episode.

(J) EXERCISE: Type and level of exercise 24 hours prior to episode.

(K) NUTRITION: Time elapsed in hours and tenths since the involved person's last meal.

(L) POST-EXERCISE: Type and level of exercise 12 hours post-episode, if delayed reaction; otherwise, NA.

(M) DIVING: Time diving within 24 hours prior to episode in hours and tenths.

(N) ALCOHOL: In plain language describe alcohol intake 24 hours prior to episode.

(O) MEDICATION: In plain language describe medication or drugs taken 24 hours prior to episode.

(P) HYPOXIC/HYPOBARIC INFO: (altitude chamber)

1. HIALT TIME: Time above 18,000 feet MSL in minutes.

2. OFF OXY: Time off oxygen in minutes (during hypoxia demonstration or, as applicable).

3. PREOX TIME: Preoxygenation time in minutes.

4. PRIOR EPISODE: Describe any prior episodes of decompression sickness or hypoxia. For decompression sickness, describe when, type, and whether aviation or diving; describe treatment received--observation, surface oxygen,

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recompression (if not recompression, provide short summary).
Otherwise, "NA."

5. RECOMPRESSION: Recompression started
(month/day/hour/min/depth).

6. FIRST RELIEF: First relief
(month/day/hour/min/depth).

7. MAX DEPTH: Reached maximum treatment depth
(month/day/hour/min/depth).

8. COMPLETE RELIEF: Time of complete relief
(month/day/hour/min/depth).

9. TABLE: Treatment table used (include any
extensional).

10. COMPLETION: Completion of treatment
(month/day/hour/min).

11. RECURRENCE: Recurrence number (0 would
indicate no recurrence).

12. OUTCOME: Treatment outcome. Select from:
complete relief, substantial relief, minimal relief, no relief,
unknown, not applicable.)

(Q) WORK LOST: Number of days away from work
(expected)

(R) FLIGHT LOST: Number of days restricted from
flying (expected)

(S) REMARKS: Any additional important information
concerning treatment or disposition.

(2) CREW DUTY: Indicate the crew position for each
additional affected crewmember and complete subparagraphs as
above. Repeat for each affected crewmember until complete.

EMBLAND: Provide the following data specific to an Embarked
Landing Hazard:

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A. INVOLVED EQUIPMENT

(1) VLA TYPE: Select the most appropriate from:
IFLOLS; FLOLS; MOVLAS; UNKNOWN; N/A; OTHER (Specify).

(2) VLA ACFT SETTING: State the basic aircraft model setting in effect for the visual landing system used by the involved aircraft.

(3) VLA GLIDESLOPE: State the glideslope approach angle setting for the visual landing aid used by the involved aircraft to the tenth of a degree.

(4) VLA HOOK TO RAMP CLEARANCE: State in feet the hook to ramp clearance provided by the visual landing aid settings in effect for the landing aircraft.

(5) VLA ROLL: State the tilt/roll setting of the lens box in degrees.

(6) VLA CALIBRATION MODE: Select from the following the calibration mode used to calculate the compensation factor applied to correct for ship motion during the recovery:
INERTIAL; LINE; UNKNOWN; N/A; OTHER (specify).

(7) VLA CALIBRATION SETTING: State the visual landing aid calibration setting in minutes, indicating if negative.

(8) CCA RADAR: Indicate CCA radar in use (SPN-41/42/43/46, etc.).

(9) CA GLIDESLOPE: State the CCA glideslope used for the involved aircraft to the tenth of a degree.

(10) CCA MODE: State if COUPLED, COUPLED TO 100 FEET, ILS, GCA, NONPRECISION, UNKNOWN, NOTAPP or OTHER: (Specify).

(11) ARRESTING GEAR SETTING: State the basic aircraft model setting in effect for the arresting gear.

(12) ARRESTING GEAR TARGET WIRE: State number of the targeted/intended cross deck pendant.

(13) ARRESTING GEAR REMARKS: State which wires were and were not rigged any provide any additional remarks as required. e.g.: "1,3,4 RIGGED; 2 STRIPPED".

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(14) CONSOLE: List equipment not in proper working order on LSO Console.

(15) COMMS: Communications. List EMCON, ZIP-LIP, or other communications/radio problems.

(16) LIGHTING: Indicate type of lighting in use (landing area, strobes, drop light conditions, etc.).

B. PERSONNEL:

(1) LSO: List the controlling LSO's/LSE's Qualifications and unit attached.

(2) ASST LSO: List the assistant LSO's qualifications and unit attached.

C. RECOVERY:

(1) CASE: State case recovery.

(2) DECK MOTION: For CV/CVN state the vertical amplitude of the motion of the ship's landing area in feet. For other air capable ships state the pitch and roll in degrees.

(3) SHIP'S TRIM: State the ship's trim angle in degrees.

ATC. Provide the following data specific to an Air Traffic Control Hazard:

A. WHETHER OR NOT AIRCRAFT WAS UNDER RADAR CONTROL. (Indicate type of radar in use, e.g., AN/GPN-27 (Primary only, Secondary only, both primary and secondary), etc.)

B. RADAR STATUS OF AIRCRAFT. (Whether or not under radar surveillance or within an area of radar coverage.)

C. SECTOR/FACILITY STAFFING (Including combined operating positions.)

D. CONTROLLER EXPERIENCE LEVEL (Position title, grade, number of years/months as a controller, number of years/months qualified.)

E. IF APPLICABLE, TRAINEE EXPERIENCE LEVEL (Grade, number of months in training)

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F. VOLUME OF TRAFFIC (Discuss number of aircraft being controlled, and specifics of service being provided; e.g., three instrument departures, two on vectors to satellite airports, two in handoff status to ARTCC, etc.)

G. EQUIPMENT STATUS

6. EVIDENCE AND ANALYSIS: Provide evidence and analysis of the information in the narrative and data paragraphs (the facts, events, and circumstances) here. Offer additional evidence (in a paragraph discussion format) of the facts, circumstances or background if not already included in the narrative. Evidence does not need to be in the lines of evidence format used in SIRs. Then offer your analysis of the hazard/causal factor(s) to fully explain the "WHY". Although hazard reports do not require the depth of analysis expected of an SIR, using that same process of deductive reasoning will lead to a fuller understanding of how and why the hazard occurred and help to prevent a recurrence. (See paragraph 607). If it helps clarify your analysis, report those casual factors that you considered and rejected during your investigation. In a hazard report, at the end of the analysis paragraph, state your hazard/causal factor(s), using the who/what/why or component/mode/agent format. Then, code the information in the hazard factor (list the component/mode/agent or use Appendix L in OPNAVINST 3750.6R for the who/what/why).

Example:

-Evidence: Present evidence to make your case for accepting the hazard/causal factor.

-Analysis: This is your analysis of the hazard, with particular emphasis on the "WHY"

AIRCREW FACTOR. MISHAP PILOT FAILED TO COMPLETE LANDING CHECKLIST DUE TO FATIGUE.

WHO: AIRCREW, PILOT AT THE CONTROLS, AIRCRAFT COMMANDER

WHAT: AIRCREW, FAILURE OF AIRCREW COORDINATION, FAILED TO COMPLETE CHECKLIST

WHY: PERFORMANCE, TECHNICAL ERROR, FORGETTING ERROR

7. CONCLUSIONS: Describe the likely consequence if the hazard is not corrected.

8. RECOMMENDATIONS: Recommend corrective actions and propose an action agency to eliminate the hazard. If the originator has the action, describe the corrections you have undertaken so others may make a similar effort. Use the guidelines for

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composition of recommended corrective action contained in appendix C at the end of this instruction.

9. REMARKS: Content of this paragraph is at the discretion of the originator.

10. CO'S ENDORSEMENT: There is no separate message for the CO's endorsement to a Hazard Report. The CO's comments are to be included here instead and are required if further endorsement is requested. Severe hazards require further endorsement, (see paragraph 105g(2).) The CO's comments may close out the Hazard Report, including severe hazards, if no action is required outside the command.